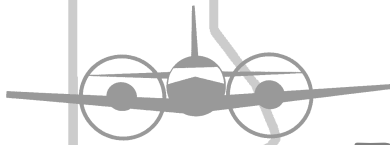


# ***Modes***

**Aeronautics**



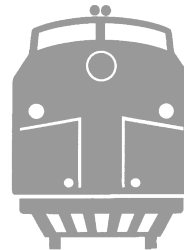
**Public  
Transportation**



**Highways**

**Rail**

**Bicycle &  
Pedestrian**



# *Aeronautics*

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## *Description of the Mode*

Idaho's system of public-use airports serves a wide variety of aviation activities. General-aviation airports serve not only corporate and business users, but these airports also play an important role in supporting recreation and tourism in the state. Idaho's commercial airports accommodate operations by regional / commuter airlines, as well as major airline operations. Air cargo activities are also supported by the state's aviation system, as is some military activity. In addition to these airports the Division of Aeronautics oversees maintenance and operation activities at state-owned recreational and emergency airstrips.

## *Determination of Needs*

The Division of Aeronautics, in partnership with the Federal Aviation Administration (FAA) and municipalities, coordinates a multi-level planning process comprised of State Aviation System Plans, Airport Master Plans, and Capital Improvement Programs. System planning establishes statewide needs while master planning is a more detailed plan for a single airport.

## *Funding*

Airport projects are funded from a combination of federal, state, and local sources. Federal funds are basically available to Idaho airports in two categories, generally by airport function:

- **Primary-service airports** have regularly scheduled air service and enplane over 10,000 passengers annually (7 sites).
- **General-aviation airports** provide service for small aircraft (34 sites).

FAA grants are generally for 90 percent; the municipality provides the remaining 10 percent. These grants are made from the FAA directly to the municipality and do not pass through the

Idaho Transportation Department as in other programs. State grants can be used to assist with matching the federal grants and for improvements not eligible for federal assistance. Both federal and state programs are funded by user taxes. At the federal level, airline ticket tax, airfreight waybill tax, international passenger departure tax, and aviation fuel tax are income sources. The state airport program is funded by aircraft fuel tax and aircraft registration tax.

## ***Project Selection***

Project selection is a collaborative process involving the FAA, municipalities, and the ITD. Statewide systems planning and airport master planning coupled with public input are the basis of the Capital Improvement Program. ITD solicits project applications annually. The grant cycle is outlined below.

<b>MONTH</b>	<b>ACTION ITEMS</b>
OCTOBER	Letters to Sponsors (copies attached) Requesting: <ul style="list-style-type: none"> <li>- Grant Applications</li> <li>- Capital Improvement Programs (CIP)</li> </ul>
DECEMBER	Deadline for Submission of Applications Develop Draft Aeronautics Statewide Transportation Improvement Program (STIP)
MARCH	Draft STIP Approved by Aeronautics Advisory Board (AAB) Final Grant Program Approved by AAB and ITB Budget Approved by Legislature
MAY	Grant Offers Sent to Sponsors
JUNE	Draft STIP Approved by Idaho Transportation Board (ITB)
JULY	STIP Public Involvement and Revisions Funds Available to Sponsors
SEPTEMBER	Final STIP Approved by ITB, Submitted to FHWA and FTA

## ***Reference Materials***

- *Idaho Aviation System Plan*
- Application for State Airport Improvement Aid
- Application to Idaho Airport Aid Program

# *Bicycle and Pedestrian*

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## *Description of the Mode*

The Idaho Transportation Department recognizes the value of bicycling and walking and offers opportunities for funding support. The majority of bicycle/pedestrian projects on the State Highway System are implemented in conjunction with designated highway improvement projects. Bicyclists and pedestrians are legitimate users of the state's transportation system and all transportation jurisdictions should consider and accommodate their needs.

## *Determination of Needs*

Cities, counties, and metropolitan planning organizations must assess where needs exist for improved facilities and prioritize those needs at the community level. Any jurisdiction considering a major improvement to a roadway should always evaluate deficiencies in the access and accommodation of pedestrians and bicyclists. However, it must be recognized that simply providing a bicycle- and pedestrian-friendly environment cannot address all of the challenges associated with non-motorized transportation. Some safety problems, for example, may be more easily solved through programs than through facilities. A comprehensive assessment of bicyclist and pedestrian needs should result in more than one solution element—Engineering, Education, Enforcement, and Encouragement (the “4Es”) may all play an important role in a well-rounded approach. The *Idaho Bicycle and Transportation Plan* has an in-depth discussion on a comprehensive 4E approach.

## *Funding*

All of the various funding programs described in the Modes section under “Highways” can be used to fund bicycle and pedestrian projects. The Office of Highway Safety's Bicycle and Pedestrian Grant Program funds activities aimed at safety education activities (but not facility construction or maintenance). The STP—Enhancement program recognizes bicycle and pedestrian projects as a

special funding category. These can be facility construction projects or projects that support safety education. More information on the STP—Enhancement program can be found on the ITD website: <http://www.state.id.us/itd/planning/reports/category.htm>

## ***Project Selection***

Project selection is a collaborative process between state and local transportation officials and system users. The key to selection is for communities to determine a long-term sense of direction, which then becomes part of a local transportation system plan, usually a subcomponent of a comprehensive plan. Annually, the ITD solicits project proposals to be included in its *Statewide Transportation Improvement Program* (STIP), which is approved by the Idaho Transportation Board in September. Project selection is quite competitive and projects with demonstrated community support, adequate local planning, and documentation of public input have the best potential of being funded. Cities under 5,000 in population, counties, and highway districts can request assistance from the Local Highway Assistance Council (LHTAC) for developing project submittals. LHTAC administers the selection process for the Surface Transportation Program (STP)—Local Rural and STP—Local Urban programs. Proposed projects within the State Highway System’s right-of-way will be selected based upon input from the appropriate ITD district office.

## ***Application Process***

The schedule is concurrent with the schedule in the *Highway Program*, which is determined annually in late November. The department publishes a STIP Planning Calendar that shows the various project submittal deadlines for specific funding categories. LHTAC administers the application process for the STP—Local Rural and STP—Local Urban programs. Project proposals within the State Highway System’s right-of-way will need to be also closely coordinated with the appropriate ITD district office.

## ***Reference Materials***

- *Idaho Bicycle and Pedestrian Transportation Plan*
- Highway Program update packet
- *Highway Safety Plan*
- Enhancement Program Application Packet
- STIP Planning Calendar

# Highways

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## *Description of the Mode*

From farm-to-market roads to Interstates, Idaho's highways, roads, and streets are vital to the state's economy. The state's agriculture, forestry, commerce, tourism, and recreation industries are dependent on good transportation facilities.

The Idaho Transportation Department is responsible for the State Highway System (all Interstates, U.S. Routes, and State Highways), which primarily serves city-to-city travelers. The balance of the roadway system primarily serves travel within cities and connections to our rural areas.

## *Determination of Needs*

The determination of needs is a collaborative process in each district among the ITD, federal and local agencies, Indian Tribes, and the public. Roadway data, public input, agency input, and community / state planning documents are all considered as state and local projects are selected and prioritized. All participants review the requested projects annually during the *Statewide Transportation Improvement Program* (STIP) update process.

## *Funding*

A variety of funding sources are available for highway development, which include:

- Bridge—State, Local, and Off-System
- Congestion Mitigation and Air Quality Improvement
- Demonstration or High-Priority
- Discretionary
  - Borders and Corridors
  - Bridge
  - Interstate Maintenance
  - Public Lands
  - Scenic Byways

Forest Highway  
Indian Reservation Roads  
Interstate Maintenance  
National Highway System  
State Funds  
Surface Transportation Program (STP)—Enhancement  
STP—Hazard Elimination  
STP—Local Urban  
STP—Local Rural  
STP—Rail Safety  
STP—State  
STP—Transportation Management Area

Funding source definitions can be found at the beginning of the “Funding” section.

The total cost of a roadway project includes preliminary engineering, right-of-way purchases, and construction. However, most of the preliminary engineering work and right-of-way purchase must realistically be pursued several years in advance of a project’s planned construction year. Project-level detail on preliminary engineering and right-of-way expenditures can be found in the *Highway Development Program*, which is available upon request. Project costs identified in the STIP include only costs associated with construction unless specifically noted otherwise.

## ***Project Selection***

Need-based project selection is a collaborative process between ITD headquarters, the ITD districts, the metropolitan planning organizations, local officials, other state and federal agencies, Indian Tribes, and the public. The Idaho Transportation Board reviews and approves the *Statewide Transportation Improvement Program* each September. The program includes five years of projects plus those in preliminary development (projects yet to be assigned a construction year). The first three years receive official approval from FHWA and FTA; the other years are included for planning purposes.

## ***Reference Materials***

- *Highway Development Program*
- Enhancement Program project application packet
- Congestion Mitigation/Air Quality (CMAQ) project application packet
- *Statewide Transportation Improvement Program (STIP)*
- *STIP Planning Calendar*
- Metropolitan Planning Organization Transportation Improvement Programs
- *Idaho State Highway Plan*

# *Public Transportation*

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## *Description of the Mode*

Public transportation provides mobility alternatives for Idaho citizens and is a vital resource in sustaining economic development, enhancing the quality of life, relieving congestion, improving air quality, and reducing environmental and transportation concerns throughout the state. Public transportation services include:

- Fixed transit routes;
- Scheduled or unscheduled transit service provided by motor vehicle, bus, van, aerial tramway, and other modes of public conveyance;
- Paratransit service for the elderly and persons with disabled to provide access to medical facilities, shopping, training, meal sites and other activities;
- Commuter service using van pools or car pools between cities, counties, employment centers, educational institutions, or park-and-ride lots; and
- Transportation services provided to clients of social service programs.

ITD's Division of Public Transportation provides statewide general program coordination, planning, grant project monitoring, and process management. The division works with the Public Transportation Advisory Council, the Interagency Working Group, and the public to develop policies that will help meet the transportation needs of the citizens of Idaho.

Five metropolitan providers currently operate in urbanized (50,000+ population) areas designated by the U.S. Census with Section 5307 Urbanized Area funding:

- Kootenai County in Coeur d'Alene;
- City of Lewiston ;
- ValleyRide in Ada and Canyon Counties;
- Targhee Regional Public Transportation Authority in Idaho Falls; and
- Pocatello Regional Transit (PRT) in Pocatello.



Eleven city/rural transit systems serve populations less than 50,000:

- Senior Hospitality Inc in Bonners Ferry and Boundary County;
- North Idaho Community Express (NICE) in Kootenai, Bonner and Shoshone Counties;
- Valley Vista Care Corporation as Benewah Area Transit;
- Regional Public Transportation (RPT) d.b.a. Valley Transit in Nez Perce and Latah Counties;
- Treasure Valley Transit (TVT) in Southwest Idaho;
- Trans IV Buses in Twin Fall and Jerome Counties;
- Valley Vista Care Corporation as Lost River Transit in Custer County;
- CART in Teton, Lemhi, Jefferson, Madison and Bonneville Counties;
- Blaine County as the Peak Bus in Blaine County;
- Ketchum/Sun Valley Transit Authority (KART); and
- PRT also provides transportation services to the rural areas of Southeast Idaho.

At least 85 organizations currently provide land-based transportation services in Idaho. Some of the providers (e.g., Greyhound and Northwest Trailways) provide service in multiple regions while others serve a limited area or population. Many senior-citizens organizations and disabled workshops operate vans or small buses for clients and the Idaho Department of Health and Welfare and the Idaho Division of Vocational Rehabilitation provide transportation services either directly or through reimbursements. A major goal of the division is to facilitate coordination and to help eliminate duplication of services

Public transportation in Idaho has improved significantly over the past few years. Service levels have increased and public transportation planning and administration have been strengthened. Over the next 5 years, improvement opportunities include strengthening policies, planning and programming governance, coordination, services, funding, and benefits. The division is also overseeing the rideshare programs throughout the state and is working with communities wanting to develop car pools, van pools or other commuter services.

## *Determination of Needs*

In 1995, the Idaho Transportation Board approved and adopted *Movin' Idaho — Idaho Public Transportation Plan*. This qualitative plan was developed by a planning team consisting of Regional Public Transportation Advisory Committees (RPTAC) and the Public Transportation Advisory Council (PTAC) together with providers, staff, and consultants to create a proactive, long-term planning effort.

In 1996, the field research document *Idaho Statewide Public Transportation Needs and Benefits 1996 Telephone Study* was completed. The purpose of the telephone survey study was to measure public opinion on existing public transportation services and assess current and expected needs. The study also polled attitudes toward state and local funding for public transportation.

In 1997, the *Idaho Statewide Public Transportation Needs and Benefits Analysis Study* was completed. The study provides an overview of existing public transportation services. Through the use of mapping, data collection, and research, this document assessed levels of service in each district and identified unmet needs statewide. The results will help the division to:

- Increase public understanding of current and near-term public transportation needs;
- Provide a mechanism to help identify appropriate levels of service that will result in the highest value per dollar invested into public transportation; and
- Help identify funding issues.

Information was also collected throughout 2003 during the community meetings for the *Idaho Transportation Vision*. Community leaders and organizations were invited to identify transportation needs in their communities for the next 30 years. A random phone survey polled 600 Idaho residents about their views on transportation needs. Information from this process will be used to update earlier information and provide additional direction for the division.

## *Funding*

**Vehicle Investment Program --** The Idaho Transportation Board has approved a program using state funds to purchase capital equipment. The Idaho Legislature annually approves funding for the program that is dedicated to purchasing wheel-chair accessible vehicles in the rural areas of Idaho.

Federal funding is available to Idaho under Chapter 53, Title 49 of the United States Code (U.S.C.) and the Transportation Equity Act for the Twenty-First Century (TEA-21). The Federal Transit Administration (FTA) administers all funding programs available to the Division of Public Transportation. More details on these programs can be found in the Funding section.

**Metropolitan Planning** — 49 U.S.C. 5303: Funding is allocated to the state and distributed to the Metropolitan Planning Organizations (MPOs) by formula based on population. Currently there are five MPOs in Idaho — Kootenai Metropolitan Planning Organization for Kootenai County, Lewis-Clark Valley Metropolitan Planning Organization for Lewiston, Community Planning Association for Ada and Canyon Counties, Bonneville Metropolitan Planning Organization in Idaho Falls, and Bannock Planning Organization in Pocatello. Idaho utilizes a consolidated grant program which combines FTA grant funds with FHWA metropolitan planning organization planning funds. A 7.34% local match is required through the end of the current authorization act (TEA-21).

**Urbanized Area Formula Program** — 49 U.S.C. 5307: Funding is allocated by statutory formula to the urbanized areas of the state. This program provides funding for areas with a population of 50,000 or more. Idaho has six urbanized areas as designated by the U.S. Census — Coeur d'Alene, Lewiston, Boise, Nampa, Idaho Falls, and Pocatello. A 50% local match is required for operations, a 20% match for planning and capital expenditures, and a 10% match for capital expenses related directly to compliance with the Americans with Disabilities Act. As a large urbanized area, Boise is no longer able to use funding for operations.

**Nonurbanized Area Formula Program** — 49 U.S.C. 5311: Funding is allocated to the state and is distributed to meet the needs identified in small cities (population under 50,000) and rural areas. A 50% local match is required for operations and a 20% match is required for administration and capital expenditures.

**Intercity Bus Service** — 49 U.S.C. 5311(f): Funding is allocated to the state and each state must use at least 15% of the Section 5311 funds to provide transportation to connect nonurbanized areas with national public transportation services. A 50% local match is required for operations and 20% match for administration and capital expenditures.

**Rural Transit Assistance Programs (RTAP)** — 49 U.S.C. 5311(h): Funding is allocated to the state for transit research, technical assistance, training, and related support services to assist Section 5311 Rural providers in Idaho meet their training needs. The division administers these funds directly and no match is required.

**Elderly and Persons with Disabilities Program** — 49 U.S.C. 5310: Funding is allocated to the state and is distributed based on elderly and disabled populations in the state. The funds may be used for purchase of service funds or capital acquisitions for private nonprofit organizations or public agencies that provide public transportation to the elderly and persons with disabilities. A 20% local match is required.

**State Planning and Research** — 49 U.S.C. 5313: Funding is allocated to the state and used to perform statewide transit planning. Activities include providing technical assistance to the MPOs, developing the statewide public transportation plan and strategic plan, and assisting the Public Transportation Advisory Council and the six Regional Public Transportation Advisory Committees with long-term planning. A 20% match is required.

**Statewide Administration** — 49 U.S.C. 5310 and 5311: Funding is reserved from the state allocations by the division to provide program administration and fulfill oversight responsibilities. The state may reserve up to 15% of the 5311 funds and 10% of the 5310 funds. The 5310 funds require a 20% match and there is no match requirement for the 5311 funds.

**Congestion Mitigation and Air Quality (CMAQ):** CMAQ funds are Federal Highway Administration funds allocated to the state that may be used to fund public transportation projects at the discretion of the Idaho Transportation Board. The funds are transferred to the Federal Transit Administration after the Board has approved the project. Transit projects include capital purchases, transit planning, and transit start-up. The local match is 7.34%.

**Demonstration Funds:** Section 5309 “Discretionary” funding is generally allocated by Congress for specific capital projects. States and local public bodies are eligible applicants for these funds. The Division of Public Transportation has worked with the Idaho Transit Coalition to obtain Discretionary funding. Local match requirement ranges from 10% to 20% depending on the project.

**Job Access and Reverse Commute Program:** This new program was authorized in TEA-21 to provide transportation in partnership with the welfare to work initiatives around the country. Local match requirement is 50%. Contract income and funds from other Federal agencies may be used as match.

**Surface Transportation Program Funds:** Federal Highway Administration funds are available through the Statewide Rideshare Program. Funds may be used to develop car pools, van pools, and similar commuter services. This program funds new services and new projects in existing programs. The match rate varies on this program.

**Flexible Funds:** TEA-21 maintained the flexible funding provisions of the previous highway act that allows Surface Transportation Program (STP) funds to be used for both highway and transit projects. Eligible transit projects include vehicles, facilities and any other capital transit project eligible for assistance under 49 U.S.C. Chapter 53. Funds would be available with a local match range between 7.34 % and 20% depending on the program.

## ***Project Selection***

Project selection is based on the needs identified in the *Statewide Public Transportation Needs Assessment and Benefits Analysis Study*. The study included a series of strategies to maintain current service, enhance or expand existing services, or implement new services to meet the unmet need. Strategies were developed for each service (fixed route, demand response, rideshare (carpool and vanpool), intercity, and organized volunteer). The County Profiles identifying the needs in each county are updated each year.

Division staff reviews each grant application to make sure it meets all the application criteria and all federal requirements. The projects are evaluated to identify the organization that can best provide the services described. Staff develops a regional program of recommended projects for the 5310, 5311 and 5311(f) programs from the responsive applications.

Staff recommends a statewide program of projects to the PTAC. PTAC reviews the projects and provides input to the Idaho Transportation Board on the recommendation. The Transportation Board reviews and approves the complete program of projects for all Federal Transit Administration programs.

# Application Process

Applications for the Urbanized Area Formula Program Grants (5307) are prepared and submitted to Federal Transit Administration by the six urban areas in the state. The state has an oversight responsibility for these funds but the urban areas report directly to FTA. Urban monies become available to these providers as soon as the President signs a funding bill.

The division develops and submits a statewide application each September for all planning activities (5303 and 5313). Funds are available to the state and the MPOs as soon as the President signs a funding bill.

The division develops and submits an application each March for the Nonurbanized Area Formula Program (5311) and the Elderly and People with Disabilities Program (5310). Funds are made available to the providers on April 1<sup>st</sup>.

## **FY 2004 Application Time Line for 5310 and 5311 Grant Programs**

June – September 2003	Open grant application period and public meetings.
October 2003	Review and evaluation of grant applications by division staff.
December 2003	Public Transportation Advisory Council reviews division staff recommendations.
February 2004	Idaho Transportation Board review and approval.
March 2004	Application submitted to FTA by division.
April 2004	State/Local agreements begin - Site visits with grantees to review agreements and reporting requirements.

## ***Public Involvement***

All applicants for the Nonurbanized Area Formula Program and the Elderly and Persons with Disabilities Program grant funds must notify the public and ensure they are a part of the process prior to submitting an application for funding to the division.

Applicants must publish legal notices indicating they intend to apply for federal funding and work with the division to provide the opportunity for a public hearing on the proposed project if someone with a significant economic, social, or environmental interest in the project requests a hearing. Public Open Houses are held in each district during the application process to allow public questions and input about proposed projects.

The applicant must provide notification to private and other operators of public transportation services within the service area in order to avoid duplicating services. Notices must be written to give interested parties a fair and timely opportunity to comment.

The public may also provide comments about current Rural Public Transportation providers and projects that will likely receive continued funding during the draft STIP 30-day review process each July.

## ***Statewide Rideshare Program***

The Division had taken over management of projects providing funding to rideshare programs around the state. The division also manages the Statewide Rideshare Program where funds are available to local governments for developing commuter services in Idaho communities to support economic development and jobs. Statewide Rideshare Program applications are accepted each spring for new projects. Applications are reviewed by division staff and selected projects are funded on a year-by-year basis. Emphasis is on expanding services or projects in established programs or helping start programs in new areas. The division is currently exploring opportunities for partnerships in this program.

## ***Reference Materials***

- *Idaho Statewide Public Transportation Needs Assessment and Benefits Analysis Study*
- Program Information Guide
- Grant Application for Section 5310 Elderly and Persons with Disabilities Program
- Grant Application for Section 5311 Rural Transportation Program
- Grant Application for Section 5311(f) Intercity Bus Program
- *Movin' Idaho — Idaho Public Transportation Plan*

# *Rail*

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## *Description of the Mode*

The railroads in Idaho operate 1657 track miles in the state, including main lines, secondary main lines, branch lines, and short lines. The state is served by two major long-haul railroads, the Union Pacific Railroad and the Burlington Northern Santa Fe Railway, which provide connections to points in the United States, Canada, and Mexico. The state also has one regional railroad, as well as six short line railroads that act as feeders to the major railroads.

The railroads are an important part of Idaho's transportation system and economy. Railroads originated a total of 10.4 million tons of freight traffic in Idaho in 2001. Farm products were the top commodity originated, accounting for 3.3 million tons. Other top commodities originated by Idaho railroads in 2001 include 2.5 million tons of lumber and wood products, 1.8 million tons of food products and 1.4 million tons of nonmetallic minerals. Idaho railroads also terminated a total of 8.2 million tons of freight in 2001, including 2.5 million tons of farm products, 2.1 million tons of nonmetallic minerals and 1.1 million tons of chemicals.

The Idaho Transportation Department does not own or operate any active rail lines. The role of the state rail program has been to assist in the preservation of essential rail lines through state rail planning and administration of the federal Local Rail Freight Assistance (LRFA) Program (now discontinued), the Idaho Rail Preservation Program (not yet funded) or other eligible programs that may become available.

## *Determination of Needs*

The economics of the rail system and alternative methods for retaining essential rail services are evaluated in the rail planning process. Priority is given to branch lines that could be abandoned or have service reductions because of poor track conditions. The rail planning process benefits shippers, railroads, communities and local officials who have a stake in preserving essential local rail freight service and jobs in the community.

## *Funding*

The U.S. Department of Transportation's Federal Railroad Administration (FRA) has provided federal funding for the LRFA Program in the past for capital improvements, usually track rehabilitation. Identified projects which request financial assistance are reviewed and analyzed by the Idaho Transportation Department with regards to the needs identified in the rail planning process. Based on this evaluation, projects are selected for funding. However, Congress has not appropriated funds for the LRFA Program since fiscal year 1995. Congress authorized the Light Density Line Pilot Program in TEA-21, but no funds have been appropriated. The Idaho Rail Preservation Program (IC Section 49-29), a state rail program similar to LRFA, was enacted in 2001, but funds have not yet been provided. Other than funds to upgrade railroad crossings, there are currently no state or federal funds available to rehabilitate railroads.

## *Project Selection*

The track rehabilitation program is designed to improve those rail lines that have suffered from deferred maintenance, and the infusion of funds could prevent the rail line from being abandoned. Potential projects must have a benefit/cost ratio greater than 1.0 and the line must carry a minimum volume of traffic. Projects are identified by the Idaho Transportation Department in coordination with local officials, shippers, the Idaho Railroad Advisory Council, and the involved railroads, with final approval made by the Idaho Transportation Board. Because of lack of funding, there are no rail rehabilitation projects listed in the FY 2004 Statewide Transportation Improvement Program.

## *Application Process*

The application process assumes that funding for the LRFA Program or other similar federal or state program is authorized and appropriated by the time each federal fiscal year begins and also assumes potential projects have been analyzed and screened in the latest Idaho Rail Plan Update. If a railroad is interested, field inspections are undertaken to determine rehabilitation needs. Detailed rehabilitation plans and benefit/cost analyses are developed. If a project or projects qualify, an application is prepared and forwarded to the FRA.

If the FRA and the Idaho Transportation Board approve the project(s), an agreement and technical specifications are negotiated with the railroad and implemented.

## *Reference Materials*

- *Idaho State Rail Plan* and Updates/Amendments
- Federal regulations pertaining to the Local Rail Freight Assistance Program
- Idaho Code Section 49-29, Rail Service Preservation Program